

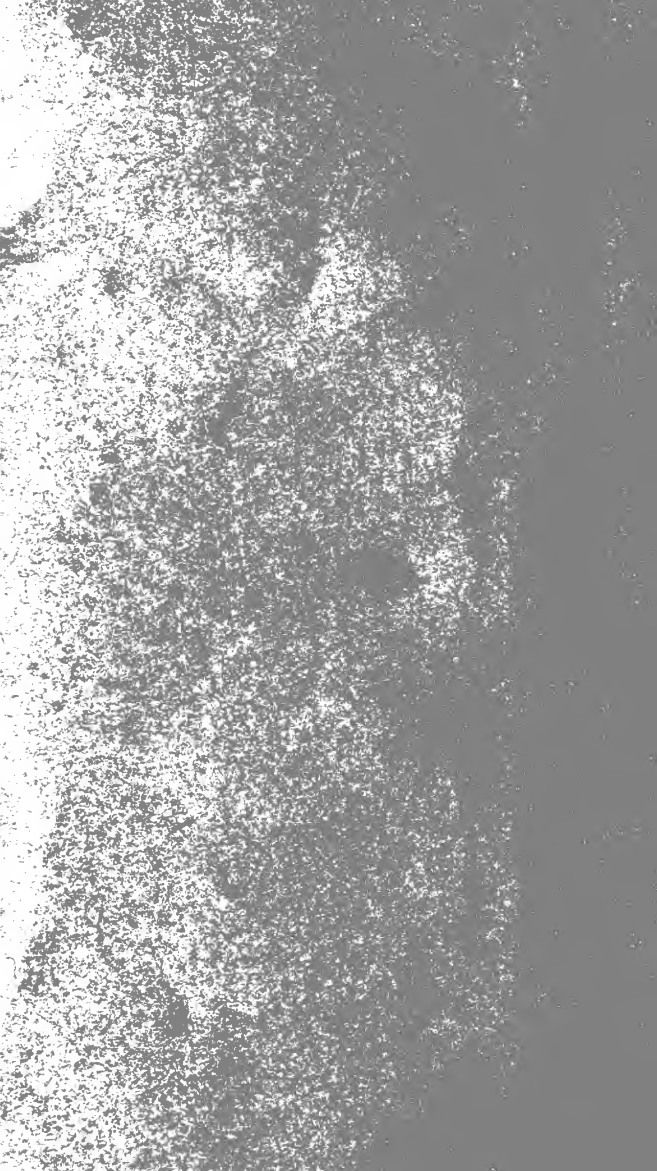
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HIGH

WATER

MARKS

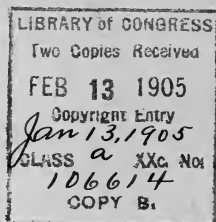


PREFACE

The information as given in this booklet is as accurate as it can be given compiled from notes furnished by the different Weather Bureaus and from rivermen.

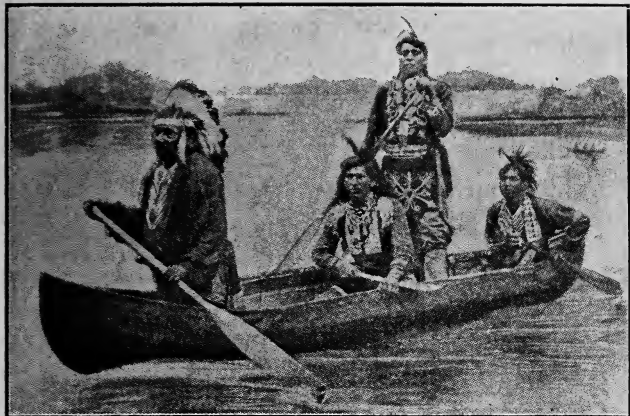
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PARKERSBURG, W. VA.





ORIGINAL OWNERS OF THE OYO.

THE OHIO RIVER

The Ohio derives its name from the Seneca Indians. O-hee-yuh. It means "Beautiful river "

Celeron called it the "Oyo."

The French called it "La Belle Reviere."

It was discovered by La Salle in 1680.

It is formed by the confluence of the Allegheny and Monongehela rivers, at Pittsburg, Pa.

Its entire length is 987 miles.

With its tributaries it drains an area of 200.000 square miles.

With its tributaries it is navigable for 5000 miles.

The current averages 3 miles an hour.

The average descent is 5 inches to the mile.

The mean height is 50 feet.

The Indians lived along the Ohio as far back as 1650.

Celeron, the explorer buried leaden plates along the "Oyo" at Harts Rock, Wheeling, Marietta, Pt. Pleasant, and at the mouth of the Miami in 1749.

The first Fort built on the Ohio was at Pittsburg and called Fort Duquesne in 1753.

After the treaty of 1764 the Ohio became the boundary line between the Whites and the Reds.

The first settlement on the Ohio was at Wheeling in 1768-9.

The first boats used were called Kentucky boats, flats, barges and keels. United States mail was transported between Pittsburg and Cincinnati in a canoe in 1794.

In 1794 the first packet line was established. It consisted of 4 keel boats of 20 tons each on the following schedule: The following unique poster is copied in it's original form from "History of Pan Handle, West Virginia" Jos. A. Caldwell, Wheeling, W. Va.

"Two boats for the present will start

from Cincinnati to Pittsburg and return to Cincinnati in the following manner, viz: First boat will leave Cincinnati this morning at eight o'clock, and return to Cincinnati so as to be ready to sail again in four weeks from this date. Second boat will leave Cincinnati on Saturday, the 30th inst., and return as above. And so regularly, each boat performing the voyage to and from Cincinnati to Pittsburg once in every four weeks. The proprietors of these boats have naturally considered the many inconveniences and dangers incident to the common method heretofore adopted of navigating the Ohio, and being influenced by a love of philanthropy and a desire of being serviceable to the public, has taken great pains to render the accommodation on board the boats as agreeable and convenient as they possibly could be made. No danger may be apprehended from the enemy, and every person on board will be under cover made proof to rifle ball, and convenient port holes for firing out. Each of the boats is armed with six pieces, carrying a pound ball; also a good number of muskets, and amply supplied with ammunition, strongly manned with choice men, and the master of approved knowledge. A separate cabin from that designed for the men is partitioned off in each boat for accommodating the ladies on their passage. Conveniences are constructed on board each boat so as to render landing unnecessary, as it might at times be attended with dangers. Rules and regulations for maintaining order on

board and for the good management of the boats, and tables accurately calculated for the rates of freightage, for passengers and carriage of letters, to and from Cincinnati to Pittsburg: also a table of the exact time of the arrival and departure to and from the different places on the Ohio between Cincinnati and Pittsburg, may be seen on board each boat and at the printing office in Cincinnati. Passengers will be supplied with provisions and liquors of all kinds, of the first quality, at the most reasonable rates possible. Persons desirous of working their passage will be admitted on finding themselves, subject, however, to the same order and directions from the master of the boat as the rest of the working hands of the boats crew. An office of insurance will be kept at Cincinnati, Limestone and Pittsburg, where persons desirous of having their property insured may apply. The rates of insurance will be moderate."

In 1801 the first sea-going vessels; The Amity, of 120 tons and the Pittsburg, of 250 tons were built in Pittsburg.

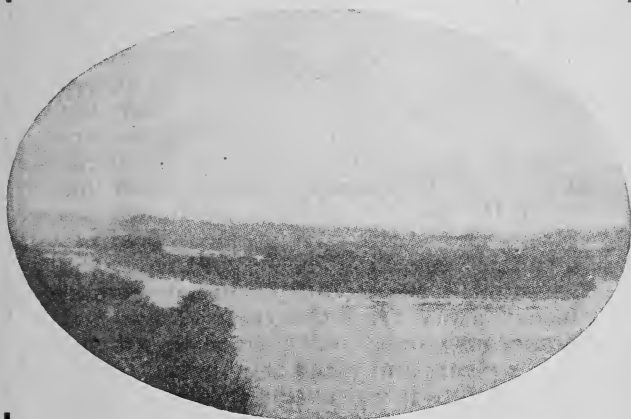
In 1802 the Nanina, 250 tons, in 1803 the Louisiana 300 tons and in 1804 the Western Trader, 400 tons. These vessels plied between Pittsburg and The West Indies and France.

The first steamboat, the New Orleans was built in 1811 and cost over \$40,000. The Comet in 1813 and the Enterprize in 1814.

The Enterprize took part in the battle of New Orleans in 1815.

The Ohio separates the states of Ohio, West Virginia, Kentucky, Indiana and Illinois. The Ohio was lower in 1894 than ever known. It could be waded at almost any point. It was 1ft. 1 at Portsmouth, O.

There are many large Islands in the Ohio notably-Wheeling Island, Capitina, Grape Island, Eureka, Neals, Blennerhassett and Coney Island. Wheeling Island is thickly settled and is the prettiest residence section of Wheeling.



BLANNERHASSETT ISLAND

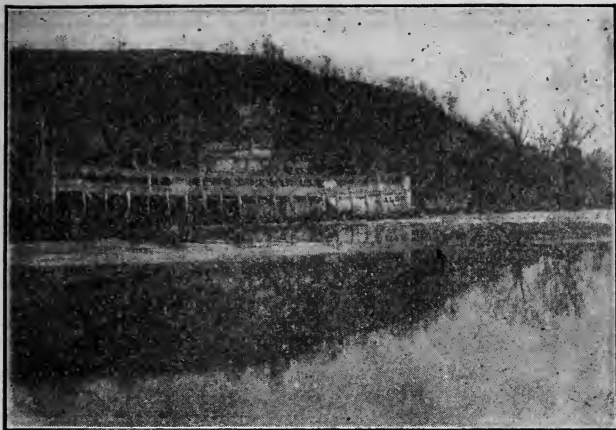
Blennerhassett Island, one mile below Parkersburg is one of the most noted Islands along the river. Herman Blennerhassett owned it and had a handsome home there. Aaron Burr, the traitor

ruined Blennerhassett as spoken of in history.

The "Great Pumpkin Flood" occurred in 1818. It carried away corn shocks, corn cribs and hay stacks. The stream was covered with pumpkins which gave it its name.

The flood of 1884 was the most disastrous in history. Heavy ice went out on the crest. This ice did untold damage. Many lives and billions of dollars worth of property were lost. Much suffering ensued on account of the extreme cold weather.

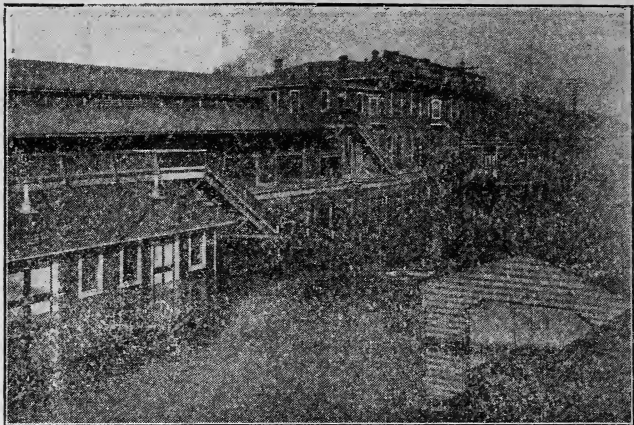
All written records of the Upper Ohio Valley do not chronicle two such floods as that in 1904 within one month of each other. Heavy rains at headwaters threatened a third high water before the second flood had receded. The waters receded very slowly on this account. The flood in January carried more ice down the river than was ever known before. The entire river was a floating, grinding, seething mass of ice. The grinding noise could be heard several blocks away from the river. Large and numerous gorges had formed in all the upper rivers and when they broke everything before it was swept away. It took just six weeks for this ice to float out.



RIVER DISTANCES.

From Pittsburg to

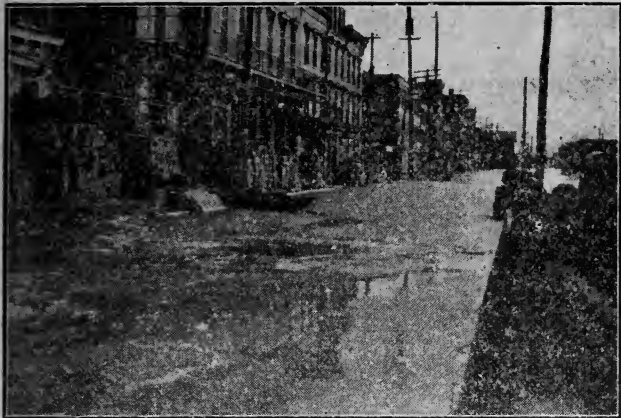
| | MILES. |
|-----------------------------|--------|
| Beaver, Pa..... | 27 |
| Steubenville, O..... | 73 |
| Wheeling, W. Va..... | 96 |
| New Martinsville, W. Va.... | 134 |
| Marietta, O..... | 178 |
| Parkersburg, W. Va..... | 188 |
| Pomeroy, O..... | 253 |
| Pt. Pleasant, W. Va..... | 266 |
| Huntington, W. Va..... | 309 |
| Portsmouth, O.... | 356 |
| Maysville, Ky..... | 405 |
| Cincinnati, O..... | 461 |
| Louisville, Ky..... | 593 |
| Evansville, Ind..... | 793 |
| Cairo, Ills..... | 987 |
| Memphis, Tenn..... | 1221 |
| Vicksburg, Miss..... | 1613 |
| New Orleans, La..... | 2016 |
| St. Louis, Mo..... | 1158 |



PITTSBURG, PA.

DANGER LINE 22 FT.

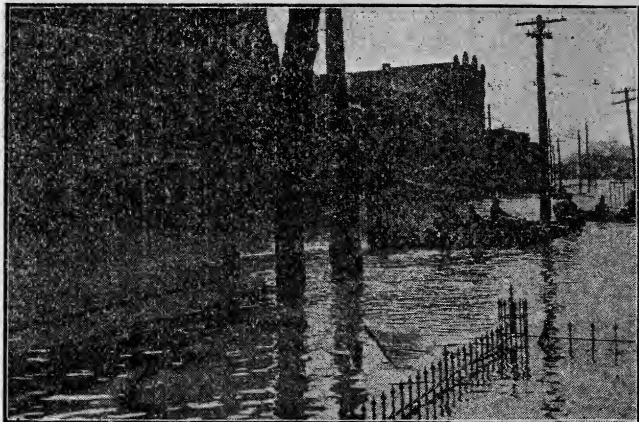
| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|---------|---------|----------|---------|---------|----------|
| 32 ... | 1810 .. | Nov... | 31.3... | 1893 .. | Feb. .. |
| 35 ... | 1832 .. | Feb. ... | 24 ... | 1895 .. | Jan. ... |
| 35 ... | 1852 .. | Apr. ... | 25.8... | 1898 .. | Mch... |
| 31.9... | 1860 .. | Apr. ... | 27.7... | 1900 .. | Nov... |
| 26.7... | 1861 .. | Sept .. | 28 ... | 1901 .. | Apr. ... |
| 30 ... | 1862 .. | Apr. ... | 32.4... | 1902 .. | Mch.. |
| 27.9... | 1865 .. | Mch.. | 28.9... | 1903 .. | Mch... |
| 31.4... | 1873 .. | Dec. ... | 30 ... | 1904 .. | Jan. ... |
| 25.7... | 1874 .. | Jan. ... | ..... | ..... | ..... |
| 22.4... | 1875 .. | Dec. ... | ..... | ..... | ..... |
| 24.6... | 1881 .. | Feb. ... | ..... | ..... | ..... |
| 23.4... | 1881 .. | June.. | ..... | ..... | ..... |
| 27.1... | 1883 .. | Feb. ... | ..... | ..... | ..... |
| 24.8... | 1884 .. | Feb. ... | ..... | ..... | ..... |
| 33.3... | 1890 .. | Mch... | ..... | ..... | ..... |
| 24.3... | 1891 .. | Feb. ... | ..... | ..... | ..... |



WHEELING, W. VA.

DANGER LINE 36 FT.

| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|---------|---------|----------|---------|---------|----------|
| 48 ... | 1810 .. | Nov... | 32 ... | 1893 .. | Feb... |
| 48.1... | 1832 .. | Feb. ... | 30 ... | 1895 .. | Jan. ... |
| 48 ... | 1852 .. | Apr. ... | 44.6... | 1898 .. | Mch. ... |
| 43 ... | 1860 .. | Apr. ... | 34.7... | 1900 .. | Nov... |
| 44.2... | 1861 .. | Sept... | 41.3... | 1901 .. | Apr. ... |
| 37 ... | 1862 .. | Apr. ... | 43.3... | 1902 .. | Mch... |
| 41 ... | 1865 .. | Mch... | 40.2... | 1903 .. | Mch... |
| 38.8... | 1873 .. | Dec. ... | 44.2... | 1904 .. | Jan. ... |
| 38.8... | 1874 .. | Jan. ... | 39.3... | 1904 .. | Mch... |
| 34.9... | 1875 .. | Dec. ... | ..... | ..... | ..... |
| 38.8... | 1881 .. | Feb. ... | ..... | ..... | ..... |
| 40.9... | 1881 .. | June.. | ..... | ..... | ..... |
| 39.7... | 1883 .. | Feb. ... | ..... | ..... | ..... |
| 52.6... | 1884 .. | Feb. ... | ..... | ..... | ..... |
| 33 ... | 1890 .. | Mch... | ..... | ..... | ..... |
| 44 6... | 1891 .. | Feb. ... | ..... | ..... | ..... |



MARIETTA OHIO.

DANGER LINE 35 FT.

| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|----------|---------|----------|---------|---------|----------|
| 48.8... | 1832 .. | Feb. ... | 39.3... | 1902... | Mch... |
| 40.6... | 1847 .. | Feb. ... | 38.7... | 1903 .. | Mch... |
| 43.3... | 1852 .. | Apr. ... | 41.7. . | 1904 .. | Jan. . . |
| 44 . . . | 1860 .. | Apr. ... | 38.7... | 1904 .. | Mch... |
| 45 . . . | 1861 .. | Sept... | ..... | ..... | ..... |
| 36.3... | 1862 .. | Apr. ... | ..... | ..... | ..... |
| 38 . . . | 1873 .. | Dec. ... | ..... | ..... | ..... |
| 38.2... | 1874 .. | Jan. ... | ..... | ..... | ..... |
| 39.3... | 1881 .. | June .. | ..... | ..... | ..... |
| 43.8... | 1883 .. | Feb. ... | ..... | ..... | ..... |
| 52.9... | 1884 .. | Feb. ... | ..... | ..... | ..... |
| 45.5... | 1891 .. | Feb. ... | ..... | ..... | ..... |
| 36.6 .. | 1895 .. | Jan. ... | ..... | ..... | ..... |
| 48 . . . | 1898 .. | Mch. ... | ..... | ..... | ..... |
| 41 . . . | 1901 .. | Apr. ... | ..... | ..... | ..... |
| | | | | | |



PARKERSBURG, W. VA.

DANGER LINE 36 FT.

| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|----------|------|-----------|----------|------|----------|
| 49.5... | 1832 | Feb. . . | 40 . . . | 1902 | Mch. . . |
| 44.7... | 1840 | Spring | 39.9... | 1903 | Mch. . . |
| 44 . . . | 1847 | Dec. . . | 42.4... | 1904 | Jan. . . |
| 44 . . . | 1852 | Apr. . . | 39.2... | 1904 | Mch. . . |
| 44.7... | 1860 | Apr. . . | 40.1... | 1881 | ... |
| 37 . . . | 1862 | Apr. . . | 40.1... | 1881 | ... |
| 38.7... | 1873 | Dec . . . | 40.1... | 1881 | ... |
| 35.2... | 1875 | Dec. . . | 40.1... | 1881 | ... |
| 40 . . . | 1881 | Feb. . . | 40.1... | 1881 | ... |
| 34 . . . | 1881 | June . . | 40.1... | 1881 | ... |
| 45.2... | 1883 | Feb. . . | 40.1... | 1881 | ... |
| 53.9... | 1884 | Feb. . . | 40.1... | 1881 | ... |
| 44.6... | 1891 | Feb. . . | 40.1... | 1881 | ... |
| 48.3... | 1898 | Mch. . . | ... | ... | ... |
| 43.9... | 1901 | Apr. . . | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |



POMEROY, OHIO.

DANGER LINE 50 FT.

| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|-------|------|-------|-------|------|-------|
| 52 | 1875 | Aug. | 52 | 1875 | Aug. |
| 52.4 | 1881 | Feb. | 52.4 | 1881 | Feb. |
| 58 | 1883 | Feb. | 58 | 1883 | Feb. |
| 64.11 | 1884 | Feb. | 64.11 | 1884 | Feb. |
| 49 | 1886 | Feb. | 49 | 1886 | Feb. |
| 53.6 | 1890 | Mar. | 53.6 | 1890 | Mar. |
| 55.7 | 1891 | Mar. | 55.7 | 1891 | Mar. |
| 50 | 1894 | Jan. | 50 | 1894 | Jan. |
| 58.6 | 1898 | Mar. | 58.6 | 1898 | Mar. |
| 57.5 | 1901 | Apr. | 57.5 | 1901 | Apr. |
| 52.7 | 1902 | Mar. | 52.7 | 1902 | Mar. |
| 50.8 | 1903 | Mar. | 50.8 | 1903 | Mar. |
| 50.3 | 1904 | Jan. | 50.3 | 1904 | Jan. |
| | | | | | |
| | | | | | |
| | | | | | |



HUNTINGTON, W. VA.

DANGER LINE 50 FT.

[illegible]



PORTSMOUTH, OHIO

DANGER LINE

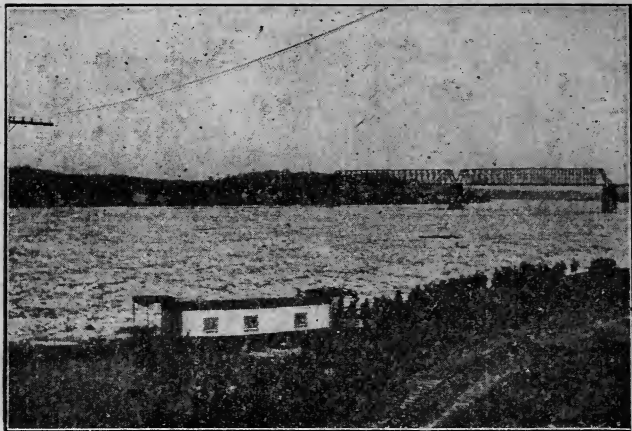
| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|---------|---------|--------|---------|---------|--------|
| 61.8 .. | 1832 .. | Feb .. | 40.6 .. | 1898 .. | Aug .. |
| 61.2 .. | 1847 .. | Dec .. | 56.1 .. | 1899 .. | Mch .. |
| 57 .. | 1862 .. | Apr .. | 58.5 .. | 1901 .. | Apr .. |
| 55.6 .. | 1875 .. | Aug .. | 50.4 .. | 902 .. | Mch .. |
| 60.6 .. | 1883 .. | Feb .. | 51.3 .. | 1903 .. | Mch .. |
| 66.3 .. | 1884 .. | Feb .. | 44.5 .. | 1904 .. | Jan .. |
| 52.1 .. | 1886 .. | Apr .. | | | |
| 51.8 .. | 1887 .. | Feb .. | | | |
| 51.9 .. | 1890 .. | Feb .. | | | |
| 56 .. | 1890 .. | Mch .. | | | |
| 55.4 .. | 1891 .. | Feb .. | | | |
| 41.8 .. | 1892 .. | Apr .. | | | |
| 53.8 .. | 1893 .. | Feb .. | | | |
| 59 .. | 1897 .. | Feb .. | | | |
| 57.6 .. | 1898 .. | Mch .. | | | |
| | | | | | |



CINCINNATI, OHIO.

DANGER LINE 50 FT.

| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|---------|---------|--------|---------|---------|--------|
| 64.3... | 1832 .. | Feb .. | 71.1 .. | 1884 .. | Feb .. |
| 63.7... | 1847 .. | Dec .. | 55.9 .. | 1886 .. | Apr... |
| 55.5... | 1859 .. | Feb .. | 56.3 .. | 1887 .. | Feb .. |
| 57.4... | 1862 .. | Jan .. | 59 .. | 1890 .. | Mch .. |
| 56.3... | 1865 .. | Mch .. | 57.4 .. | 1891 .. | Feb .. |
| 55.8... | 1867 .. | Mch .. | 48.4 .. | 1895 .. | Jan .. |
| 55.3... | 1870 .. | Jan .. | 47.8 .. | 1896 .. | Apr... |
| 47.11.. | 1874 .. | Jan .. | 61.2 .. | 1897 .. | Feb .. |
| 55.5... | 1875 .. | Aug .. | 52.4 .. | 1898 .. | Jan .. |
| 51.9 .. | 1876 .. | Jan .. | 59.7 .. | 1901 .. | Apr... |
| 53.9 .. | 1877 .. | Jan .. | 50.9 .. | 1902 .. | Mch .. |
| 53.2 .. | 1880 .. | Feb .. | 53.2 .. | 1903 .. | Mch .. |
| 50.7 .. | 1881 .. | Feb .. | 43.6 .. | 1904 .. | Jan .. |
| 58.7 .. | 1882 .. | Feb .. | ... | ... | ... |
| 66.4 .. | 1883 .. | Feb .. | ... | ... | ... |
| ... | ... | ... | ... | ... | ... |



LOUISVILLE, KY.

DANGER LINE

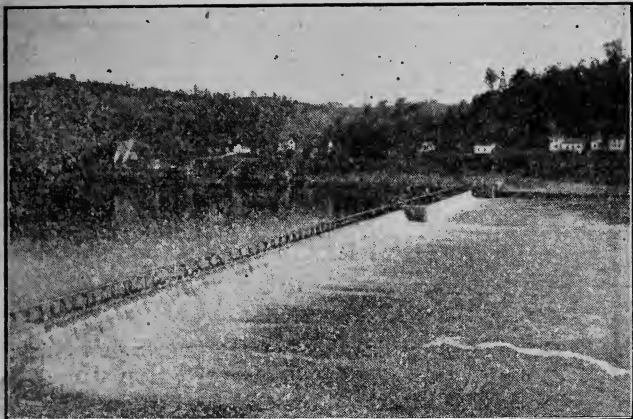
| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|------------|-----------|-----------|------------|-----------|-----------|
| 25. . . . | 1874 . . | Jan . . | 32.8. . . | 1899 . . | Mar . . |
| 29.6 . . . | 1875 . . | Aug . . | 33.2. . . | 1901 . . | Apr . . . |
| 31 | 1876 . . | Jan . . | 24.8. . . | 1902 . . | Mar . . . |
| 30 | 1877 . . | Jan . . | 28.5. . . | 1903 . . | Mar . . . |
| 30.5 . . . | 1880 . . | Feb . . | 21 | 1904 . . | Apr . . . |
| 37.4 . . . | 1882 . . | Feb . . | | | |
| 44.4 . . . | 1883 . . | Feb . . | | | |
| 46.7 . . . | 1884 . . | Feb . . | | | |
| 32.6 . . . | 1887 . . | Feb . . | | | |
| 35.5 . . . | 1890 . . | Mar . . | | | |
| 32.2 . . . | 1891 . . | Feb . . | | | |
| 28.8 . . . | 1893 . . | Feb . . | | | |
| 35.4 . . . | 1897 . . | Feb . . | | | |
| 36.3 . . . | 1898 . . | Mar . . | | | |
| | | | | | |
| | | | | | |



CAIRO, ILL.

DANGER LINE 45 FT.

| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|----------|---------|--------|---------|---------|--------|
| 42.6... | 1873 .. | Feb .. | 49.3... | 1893 .. | May .. |
| 47.3... | 1874 .. | Apr... | 51.7... | 1897 .. | Mch .. |
| 45.2... | 1875 .. | Aug .. | 49.8... | 1898 .. | Apr .. |
| 46.4... | 1876 .. | Apr... | 46.2... | 1899 .. | Mch .. |
| 44.6... | 1880 .. | M h .. | 43.2... | 1901 .. | May .. |
| 45.8... | 1881 .. | Apr... | 43.2... | 1902 .. | Mch .. |
| 51.8... | 1882 .. | Feb .. | 50.6... | 1903 .. | Mch .. |
| 52.2... | 1883 .. | Feb .. | 29.6... | 1904 .. | Jan .. |
| 51.8... | 1884 .. | Feb .. | ..... | ..... | ..... |
| 51 | 1886 .. | Apr... | ..... | ..... | ..... |
| 48.6... | 1887 .. | Mch .. | ..... | ..... | ..... |
| 45.3... | 1888 .. | Apr... | ..... | ..... | ..... |
| 48.8... | 1890 .. | Mch .. | ..... | ..... | ..... |
| 46.2... | 1891 .. | Mch .. | ..... | ..... | ..... |
| 48.3... | 1892 .. | Apr... | ..... | ..... | ..... |
| | | | | | |



LOCK NO. 11 BIG KANAWHA RIVER.

Charleston on the Kanawha

DANGER LINE 30 FT.

| STAGE | YEAR | MONTH | STAGE | YEAR | MONTH |
|---------|---------|---------|---------|---------|---------|
| 46.11.. | 1861 | Sept .. | 20.8... | 1899 .. | Mch 20 |
| 36.1... | 1875 .. | Feb .. | 31 .. | 1900 .. | Nov .. |
| 33.4... | 1875 .. | Aug .. | 27.6... | 1901 .. | Apr 4 . |
| 35.8... | 1877 .. | Jan .. | 36.5... | 1901 .. | Apr 21 |
| 35.1... | 1877 .. | Nov .. | 38.6... | 1901 .. | May .. |
| 41.8... | 1878 .. | Sept .. | 31.6. . | 1901 .. | June.. |
| 36.8... | 1879 .. | Jan .. | 37 .. | 1902 .. | Mch .. |
| 39.4... | 1886 .. | Apr 1 | 33 .. | 1903 .. | Mch .. |
| 36.3... | 1886 .. | Apr 7 | ..... | ..... | ..... |
| 30.11.. | 1889 .. | June.. | ..... | ..... | ..... |
| 30.11.. | 1890 .. | Mch .. | ..... | ..... | ..... |
| 29.11.. | 1893 .. | Feb .. | ..... | ..... | ..... |
| 20.2... | 1896 .. | July .. | ..... | ..... | ..... |
| 41.5... | 1897 .. | Feb .. | ..... | ..... | ..... |
| 41.3... | 1899 .. | Mch 5 . | ..... | ..... | ..... |
| | | | | | |

REFLECTIONS.

There was frost in 1816 in every month during the year. A heavy frost on June 1st. 1834 did great damage to crops. On June 5-1864 frost destroyed all the grain.

Snow fell to a depth of 3 ft. throughout the upper Ohio Valley in 1818 and laid over a month before melting.

The next heavy snow occurred in 1856. During this winter the river was frozen over solid for eight weeks and sleds and teams could cross on the ice. The thermometer averaged 15 degrees below zero. Winter broke on March 22.

The winter of 1903-4 was a real winter as of old. Snow covered the ground nearly the entire winter. The weather averaging about zero.

The coldest day ever felt in Parkersburg was in Feb. 1900 when the mercury dropped to 32 degrees below.

RAIN FALL.

The average rainfall at Pittsburg for 20 years, 1884 to 1904, was 36.7 inches. The heaviest rainfall at any one time occurred on July 20, 1887. The precipitation being 3.85 inches.

The average rainfall at Charleston on the Kanawha for 16 years from 1885 to 1900 was 42.67. An average of 2.67 a year.

At Cincinnati it was 33.85 for 15 years up to and including 1903. The heaviest rainfall occurred on May 20, 1902 when 2.37 fell in 2 hours 40 minutes: 2.31 fell in 35 minutes during this precipitation.

There was no rainfall from Aug. 27 to December 23 in 1904 at Parkersburg, W. Va. This severe drouth caused manufacturers to shut down, oil development to come to a stand still. Railroads had to haul water to keep trains moving. Farmers sold or butchered their cattle. Clarksburg, W. Va., was without water several days. Nov. 1904 was driest month recorded in 17 years.

Pointers For The Traveler.

A 29 ft. stage at Pittsburg will necessitate the abandonment of trains on the P. & L. E. Ry. between Beaver and Braddock, Pa. The same stage in the Allegheny stops the running of trains on the P. & W. Ry. into Pittsburg.

40 feet at Wellsburg shuts out the Pan Handle between there and Wheeling.

A 40 ft. stage at Wheeling stops the running of trains on the Ohio River Division of the B. & O. Ry. between Wheeling and Parkersburg and between Marietta, O., and Parkersburg on the branch and will stop all trains out of New Martinsville, W. Va., on the W. Va. Short Line.

A 38 ft. stage at Parkersburg stops train movement between Spencer and Ravenswood, W. Va., and 40 ft. annuls trains between Millwood and Ripley, W. Va.

34 ft. of water at Zanesville Ohio, cripples all railroad traffic in that vicinity.

37 ft. at Parkersburg shuts out trains from Parkersburg on the Little Kanawha Ry.

When a 45 ft. stage is reached at Parkersburg all trains are annulled between Parkersburg and Kenova, W. Va.

A 35 ft. stage at Charleston on the Kanawha causes the K. & M. Ry. to annul trains and 45ft. at Pt. Pleasant, W. Va., stops all train movement on the B. & O.: H. V.: and K. & M. between Pomeroy, Ohio, Gallipolis, Ohio, Charleston, Parkersburg and Huntington, W. Va.

61 ft. at Cattlesburg, Ky., will necessitate the abandonment of trains on the C. & O. Ry. between Huntington and Russell Ky., and 66 ft. stops trains between Russell and Cincinnati.

60 ft. at Portsmouth, O., makes it necessary for the N. & W. Ry. to abandon all trains between Ironton and Portsmouth, Ohio.

Mean Difference in Stages.

There is no accurate means of calculating just what stages will be reached at different points along the river. But by comparison of figures shown herein the following mean difference can be figured on with a degree of certainty.

The average difference between Pittsburg and Wheeling is 12 ft. That is: when 30 ft. is reached at Pittsburg the crest will be 12 ft. higher, or 42 feet at Wheeling.

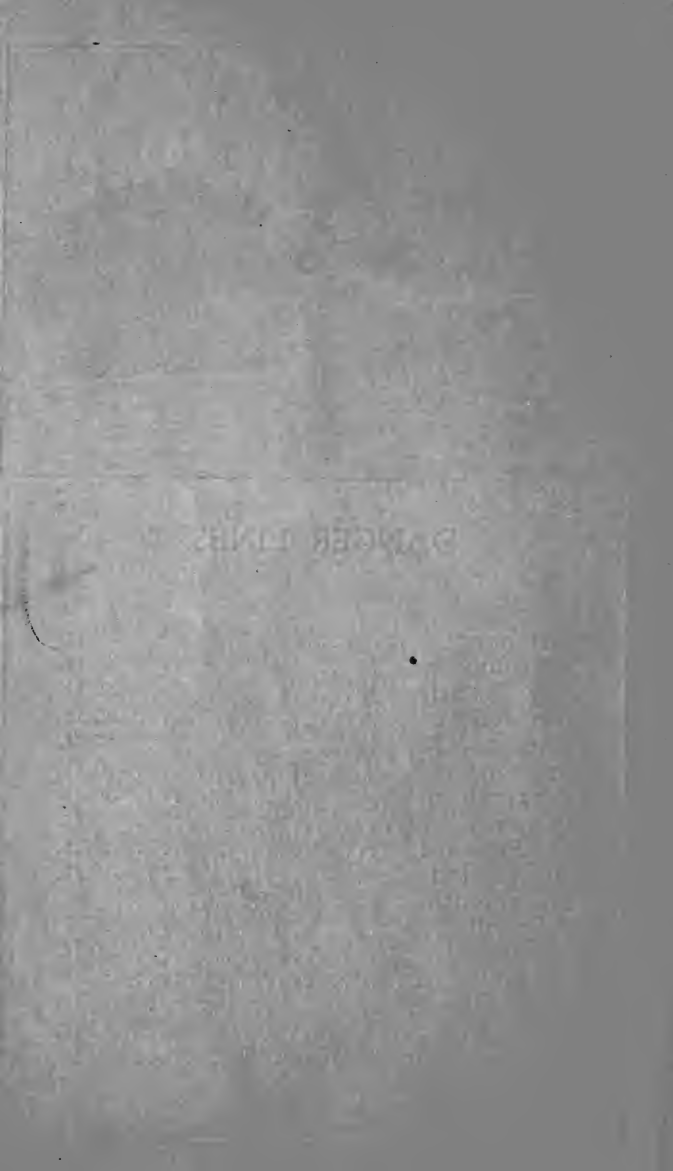
| | |
|------------------------------------|----------|
| Bet. Wheeling and Parkersburg.. | 1.5 to 2 |
| Bet. Pksbg. and Pt. Pleasant..... | 2 to 4 |
| Bet. Pt. Pleasant and Huntg..... | 2.3 |
| Bet. Huntg. and Portsmouth..... | 2. |
| Bet. Portsmouth and Maysville... | |
| Bet. Maysville and Cincinnati.... | |
| Bet. Cincinnati and Louisville.... | 24. |
| Bet. Louisville and Evansville.... | 2. |
| Bet. Evansville and Cairo..... | 5. |
| Bet. Charleston and Pt. Pleasant.. | |
| on the Big Kanawha..... | 15 ft. |
| Bet. Zanesville and Marietta, on.. | |
| the Muskingum..... | 10 ft. |
| Bet. Kanawha Falls and Charles- | |
| ton, W. Va..... | 7 to 8 |

The average time for the crest to reach points 100 miles distant is from 36 to 48 hours.



DANGER LINES,

| | |
|--------------------------------|--------|
| Pittsburg | 22 ft. |
| Wheeling | 36 ft. |
| New Martinsville..... | 39 ft. |
| Zanesville | 20 ft. |
| Marietta..... | 35 ft. |
| Creston..... | 20 ft. |
| Parkersburg..... | 36 ft. |
| Pomeroy | 50 ft. |
| Pt. Pleasant..... | 39 ft. |
| Huntington | 50 ft. |
| Portsmouth | |
| Maysville | |
| Cincinnati..... | 50 ft. |
| Louisville | |
| • Evansville | |
| Cairo..... | 45 ft. |
| Charleston on the Kanawha..... | 30 ft. |





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